AMENDMENTS TO THE CLAIMS

Please amend Claims 1, 5, 7, 11, 13, 15 and 18 and add new Claims 19 and 20 as follows.

LISTING OF CLAIMS

1. (currently amended) A suspension damping system for use with a vehicle having a vehicle body and an unsprung portion, said damping system comprising:

a spring interconnecting the unsprung portion and said vehicle body, said spring having a [[fluid]] pressurized gas therein;

means for determining a position of said vehicle body in relation to said unsprung portion;

a shock absorber separate from said spring, said shock absorber interconnecting said unsprung portion and said vehicle body, said shock absorber including a tube; and

a control system for positioning said vehicle body at a specified height from said unsprung portion when said position of said vehicle body is lower than a first specified amount and when said position of said vehicle body is higher than a second specified amount, said control system changing a pressure of said [[fluid]] pressurized gas in said spring based on a difference between said position of said vehicle body and said specified height to position said vehicle body at said specified height;

a single valve assembly attached directly to the tube of said shock absorber, said single valve assembly always being in direct communication with said [[fluid]] pressurized gas in said spring and said control system, damping characteristics

of said shock absorber at said specified height being based upon the pressure of said [[fluid]] pressurized gas in said spring controlled by said control system.

2. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly being operable to control fluid flow between said chambers.

3. (original) The suspension damping system according to Claim 2, wherein said valve assembly defines a fluid passage between said working chamber and said reserve chamber.

4. (original) The suspension damping system according to Claim 3, wherein said valve assembly comprises a valve having an open position and a closed position, fluid flow being allowed through said fluid passage when said valve is in said open position, fluid flow being prohibited through said fluid passage when said valve is in said closed position.

5. (currently amended) The suspension damping system according to Claim 4, wherein said valve is moved between said open and closed positions by said [[fluid]] pressurized gas at said specified pressure.

6. (original) The suspension damping system according to Claim 5, wherein said valve assembly is integral with said shock absorber.

7. (currently amended) The suspension damping system according to Claim 4, wherein said [[fluid]] pressurized gas at said specified pressure urges said valve into said closed position.

8. (original) The suspension damping system according to Claim 1, wherein fluid pressure of working fluid within said working chamber urges said valve into said open position.

9. (original) The suspension damping system according to Claim 1, wherein said valve assembly is integral with said shock absorber.

10. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly being movable between an open position where said working chamber communicates with said reserve chamber through said valve assembly, and a closed position where communication between said working chamber and said reserve chamber through said valve assembly is prohibited.

11. (currently amended) The suspension damping system according to Claim 10, wherein said valve assembly is moved between said open and closed positions by said [[fluid]] pressurized gas at said specified pressure.

12. (original) The suspension damping system according to Claim 11, wherein said valve assembly is integral with said shock absorber.

13. (currently amended) The suspension damping system according to Claim 10, wherein said [[fluid]] pressurized gas at said specified pressure urges said valve assembly into said closed position.

14. (original) The suspension damping system according to Claim 13, wherein fluid pressure of working fluid within said working chamber urges said valve assembly into said open position.

15. (currently amended) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly comprising:

a housing defining a fluid pressure chamber in communication with said [[fluid]] pressurized gas at said specified pressure;

a first passage in communication with said working chamber;

a second passage in communication with said reserve chamber;

a valve disposed between said first and second passages; and

a control member disposed between said fluid pressure chamber and said valve, said control member responsive to said [[fluid]] pressurized gas at said specified pressure to urge said valve into a closed position where fluid flow between said first and second passages is prohibited.

16. (original) The suspension damping system according to Claim 15, wherein fluid pressure of working fluid within said working chamber urges said valve into an open position where fluid flow between said first and second passages is permitted.

17. (cancelled)

18. (currently amended) A suspension damping system for use with a vehicle having a vehicle body and an unsprung portion, said damping system comprising:

a plurality of springs interconnecting the unsprung portion and said vehicle body, each of said plurality of springs having a [[fluid]] pressurized gas therein;

means for determining a position at each of said plurality of springs of said vehicle body in relation to said unsprung portion;

a plurality of shock absorbers separate from said plurality of springs, said plurality of shock absorbers interconnecting said unsprung portion and said vehicle body, each of said plurality of shock absorbers including a tube and being associated with a respective spring of said plurality of springs; and

a control system for positioning said vehicle body at each of said plurality of springs at a specified height from said unsprung portion when said position of said vehicle body is lower than a first specified amount and when said position of said vehicle body is higher than a second specified amount, said control system changing a pressure of said [[fluid]] pressurized gas in each of said plurality of springs individually based on a difference between said position of said vehicle body at each of said

plurality of springs and a respective specified height to position said vehicle body at each of said plurality of springs at said specified height;

a single valve assembly attached directly to the tube of each of said plurality of shock absorbers, each of said single valve assemblies always being in direct communication with said [[fluid]] pressurized gas in a respective spring and said control system, damping characteristics of each of said plurality of shock absorbers at said specified height being based upon the pressure of said [[fluid]] pressurized gas in the respective spring controlled by said control system.

19. (new) The suspension damping system according to Claim 18, wherein a pressure of said fluid supplied to said single valve assembly is always equal to the pressure of said fluid in said spring.

20. (new) The suspension damping system according to Claim 1, wherein a pressure of said fluid supplied to said single valve assembly is always equal to the pressure of said fluid in said spring.